PROSPECTUS

OF THE

GREAT NORTHERN RAILWAY

(OF CANADA)

Incorporated by Act of the Parliament of the Dominion of Canada, 1892, Chap. 40.

CAPITAL STOCK - - $3,000,000

QUEBEC
PRINTED BY L. J. DEMERS & FRÈRE
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GREAT NORTHERN RAILWAY

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The Great Northern Railway Company was incorporated by an act of the Parliament of the Dominion of Canada, passed in the year 1892, 55-56 Vic., Chap. 40, which amended and consolidated the previous Dominion and Provincial acts concerning the Company.

The charter authorizes the construction of a railway from the town of Hawkesbury, in the Province of Ontario, including a bridge over the river Ottawa near Hawkesbury, to a point on the Quebec and Lake St. John Railway, in the vicinity of the city of Quebec, a distance of about 226 miles, 18 miles of which have been completed and accepted by the Dominion and Provincial Governments. For the present, it is intended to build only 110 miles additional, as that mileage will suffice, by utilizing 58 miles of the Quebec and Lake St. John, and 40 miles of the Lower Laurentian, to make the required connection between Quebec and Hawkesbury. At Hawkesbury the line will connect with the Canada Atlantic Railway for Ottawa, and thence by its extension, —the Ottawa Arnprior and Parry Sound Railway,—with Parry Sound on Lake Huron. These several links will form a new trunk

57949

line, 550 miles in length, between Quebec and Parry Sound, made up as follows :

	Miles
The Quebec and Lake St. John Railway runs for the first 58 miles from Quebec in a nearly westerly direction ; as far as Rivière à Pierre Junction	58
From Rivière à Pierre westward, the Lower Laurentian Railway is completed, to St. Tite Junction, near the River St. Maurice	40
A new link is being constructed from St. Tite to Ste. Julienne near Joliette, about	75
From Ste. Julienne to St. Jérôme, the Great Northern Railway is built	18
A new link will have to be built from St. Jérôme to Grenville, on the River Ottawa, and a bridge over that River to Hawkesbury, where a favorable location can be had	35
From Hawkesbury, the Canada Atlantic Railway is constructed to Ottawa, a distance of	84
From Ottawa, the Ottawa, Arnprior and Parry Sound Railway is under construction to Parry Sound, on the Georgian Bay	240
Total miles	550

of which 226 miles will be in the Province of Quebec, 116 of which are built, leaving only two small links, of 75 miles and 35 miles, to build, to complete the line from Quebec to Hawkesbury.

ADVANTAGES.

The advantages of this line will be as follows :

When completed, it will be about 800 miles shorter from Duluth to Liverpool, via Parry Sound and Quebec, than by the lakes, Buffalo and New York, namely :

VIA BUFFALO.

	Miles.	
Duluth to Buffalo (lake navigation)	997	
Buffalo to New York (N. Y. Central R. R).....	450	
New York to Liverpool.....	3130	
	——	4577

VIA PARRY SOUND.

Duluth to Parry Sound (lakes).....	575	
Parry Sound to Quebec, (rail).....	550	
Quebec to Liverpool (via straits).....	2650	
	——	3775
Difference in favor of Canadian route.....		802

Parry Sound, which is about midway between Duluth and Buffalo, is the best harbor on the Georgian Bay. It is almost land-locked, has deep water, and is on the direct route of vessels from Chicago and Duluth going East. The great bulk of the lake traffic now goes to Buffalo. That portion of it which seeks an outlet by the Canadian railway system goes to Collingwood and Owen Sound, the termini on the Georgian Bay of the Grand Trunk and Canadian Pacific, respectively. Parry Sound is 120 miles nearer to Montreal and Quebec than either of these places, and the location and gradients of its line are so good that the same motive power will be able to haul much greater tonnage than that handled by trains from Owen Sound and Collingwood.

With these advantages, the Parry Sound route must obtain the largest share of the Lake business from Chicago and Duluth, a result which will certainly make the Canada Atlantic and the connection now proposed the third great railway system of Canada. Between Parry Sound and Ottawa there is a vast area of pine timber, hitherto untouched, being inaccessible by water, which will furnish a heavy traffic to the railway. At Arnprior, Renfrew, Ottawa and Hawkesbury, this line will control the enormous business in deals and sawn lumber done by the mills at these places. The Canada Atlantic Railway controls all the mill sidings at Ottawa. The paramount importance of this question to the City of Quebec may be judged from the fact that nearly two thirds of the lumber export trade of Quebec, is now shipped by Quebec merchants, at Montreal, where the shipments in 1892 were 172,000,000 feet, as against 123,000,000 from Quebec. The Canada Atlantic Railway has agreed with the Great Northern, in the event of this project being carried through, to join in such rates of freight as will bring this trade to Quebec. The manufacture of lumber at the mills in Ottawa and vicinity in 1893 was as follows:

OTTAWA:	
Booths, Bronsons & Weston, Gilmour & Hughston, Buell, Hurdman & Co., W. C. Edwards. W. & R. Conroy.	300,000,000 feet.
ARNPRIOR:	
McLachlin Bros., J. & R. Gillis, Gillis Bros.	130,000,000 feet.
HAWKESBURY & ROCKLAND:	
Hawkesbury Lumber Co., W. C. Edwards & Co., Sundry Mills.	110,000,000 feet.
Total.....	540,000,000 feet.

This enormous quantity of lumber is equal to 45,000 car loads, and if only one-third of it were sent to Quebec for shipment, the freight would amount to $270,000, which alone would suffice to make a good revenue for the proposed railway. It will therefore be seen at a glance how important an item of traffic this article must become.

It already furnishes half of the freight traffic of the Canada Atlantic Railway, that road having carried last year 175 million feet.

In the Province of Quebec, the proposed connection, from Grenville (opposite Hawkesbury) via St. Jérôme and Ste. Julienne to St. Tite, will run through a valuable country able to furnish a large local traffic, and will serve a large population now living at a distance from railway communication. A connection with Three Rivers, which this project provides for, will enable that City to get a share of the Western trade. The costly Louise Docks at Quebec, will, by means of this line, obtain an immense trade in Western grain and lumber, for which they are so well adapted, and the city of Quebec will become the Eastern terminus and shipping port of a new and important railway system, 550 miles in length, offering the shortest route and best gradients to bring the trade of Chicago and the West to the sea-board. The Lake St. John Railway has a grain elevator at Quebec, a frontage on the Louise Docks a quarter of a mile in length, 350,000 feet of property in the heart of the city, and ample terminal facilities to handle this business, in connection with ocean steamers of the largest size.

The Louise Docks, which cost the government three millions of dollars, offer the most excellent facilities for the transhipment of the products of the west. Vessels of the largest tonnage can moor alongside of the railway tracks, and so close to them that lumber or other goods may be handled from the car door on to the bulwark of the ship, the water in the inner dock being always at the same level.

To ensure the completion of this most important scheme—probably the most important for the Province of Quebec which has

ever been proposed—there remains only the construction of the two small links of 75 and 35 miles, already alluded to. The Great Northern Railway Company owns the charter required to put in these links, and its charter and franchises are now held by the Lake St. John Railway Company and a syndicate composed of the leading merchants of Quebec.

The Quebec and Lake St. John and Lower Laurentian Railway Companies are co-operating with the Great Northern in this project, and arrangements have been made with the Canada Atlantic, Ottawa, Arnprior and Parry Sound roads, and with the Northern Pacific R. R. for the establishment of a through freight line from the Northwest to Liverpool, via Parry Sound and Quebec.

The following figures, extracted from the annual reports of the Boards of Trade of Duluth, Buffalo and Montreal, will prove the very great importance of this new outlet for the traffic of the Northwest.

The trade of Lake Superior passing through the Sault Ste Marie Canal in 1892, was..... ..... 11,214,000 tons.
The shipping of the port of Montreal was. 1,151,777 "
Sault Ste. Marie Canals will have 20 and 21 feet of water.
St. Clair Flats (to Buffalo) 16 " " and for a great part of the season only 15 feet.
Collingwood and Owen Sound have respectively 12 feet and 14 feet.

(NOTE.—A vessel carrying 4,000 tons with a draught of 21 feet, to Parry Sound, will not carry much over 2,000 tons, with a draught of 16 feet, to Buffalo.)

DULUTH

The trade of Duluth in 1892, (including Superior) was :
Vessels arrived and cleared 5,422 of..... 6,307,159 tons.
Wheat receipts..... ..... 46,660,572 bushels.
Flour receipts, barrels 5,013,846, equal to..... 25,000,000 "

The population of Duluth in 1880 was 3,470, in 1885, 18,000, in 1891, 46,000, and in 1892, 57,500. During the same period the valuation of the city increased from $791,000 to $35,000,000.

The average rate of freight by lake from Duluth to Buffalo in 1892, was 3½ cents per bushel on wheat and corn, and from Buffalo to New York by canal, 3½ cents per bushel, exclusive of elevator charges.

The capacity of the grain elevators of Duluth in 1880, was 560,000 bushels, and in 1892, 21,300,000 bushels.

Sault Ste. Marie Canal

The traffic of the Sault Ste. Marie Canal, in 1892, was :

Number of vessels up or down	12,580
Tonnage of vessels " "	10,647,203 tons
Tonnage of goods passing through	11,214,333 "
Bushels of grain " "	42,661,000 bushels
Tons of Iron ore " "	4,901,000 tons
Tons of coal	2,904,000 "
Flour	5,418,000 barrels.

Buffalo

Vessels arrived and cleared 11,479 of	9,560,000 tons.
Receipts of grain by lake	133,000,000 bushels.
Receipts of flour 9,746,000 bbls, by lake, equal to	48,000,000 "
Shipments of grain from Buffalo by rail	86,142,000 "
" " " canal	31,600,000 "
The export of grain and breadstuffs from New York was	104,027,000 "
The capacity of grain elevators in Buffalo is	15,130,000 "

Montreal

Sea going vessels arrived in 1893 (clearances not given) 804 of	1,151,777 tons.
Shipments of grain	22,565,000 bushels.
Shipments of flour 647,484 bbls equal to	3,200,000 "

London leads the world in water traffic. The whole world sends vessels up the Thames, and yet the tonnage of the port of London in 1892, a port open for 365 days in the year, though it reached the enormous figure of 13,141,000 tons, was very little greater than the tonnage of the Sault Ste. Marie canal, open only seven months in the year, and not greatly in excess of the 9,500,000 tons of Buffalo, during the same limited season of navigation.

Governor Flower, of New York, in his last message to the State Legislature, said, in advocating the deepening of the Erie Canal to nine feet :

" To-day Canada aspires to contest with us for the traffic of the great lakes. She has already spent upwards of $60,000,000 in improving and building canals and in deepening channels. She is constructing a new canal through her territory at the Sault Ste. Marie, and is making a channel, fourteen feet deep, all the way from Lake Superior through the Welland Canal and St. Lawrence River to the sea. When that is completed, a two-thousand-ton boat can go from Duluth to Montreal, Halifax or Liverpool. To meet this competition the United States Government is making a twenty-feet channel through the lakes to Buffalo. When that is completed a three-thousand-ton boat

CAN COME AS FAR AS BUFFALO

and from that point freight must find a cheap and easy outlet to the seaboard. Here is where New York's interest lies, and where the necessity of utilizing the advantage of the Erie Canal is vital. Think for a moment of the vast wealth centred now in the territory surrounding the Great Lakes. Here in these states, is already nearly half the population of the country. There has been no parallel in history to the rapid development of this region. Its industrial and commercial possibilities are almost unlimited. The great wheat fields of the world are there, great areas of timbered land, immense deposits of iron, copper, and the precious metals. The cities of this region must eventually be the greatest centres of wealth and population in the country, and the natural pathway of their products and those of the vast country beyond them must ever be through the Great Lakes to the East. Railroads alone cannot carry all the product of this region ; development would be checked if dependence was alone upon them. But railways

and waterways together, not antagonistic but mutually essential, will, year by year, carry increasing burdens from these treasuries of wealth to the seaboard, and take back the products which our industries or commerce supply in return. The figures of the lake commerce are already startling. In 1889 the tonnage is said to have been ten millions greater than the combined entries and clearances of all the seaports of the United States, and three millions greater than the combined entries and clearances of Liverpool and London. Statesmanship would be short-sighted which would fail to take consideration of these facts in outlining or establishing a policy of state development. How to attract to and through our own state this enormous traffic should be the subject of careful solicitude. To establish a ship canal is, in the opinion of most persons who have given the suggestion careful consideration, both impracticable and unwise. The most practicable suggestions are contained in plans for increasing the tonnage of the Erie Canal."

The immense saving in distance, the opportunity to use vessels on the lakes of greater draught than those which it is now possible to send to Buffalo, or to any of the existing railroad termini on Lake Huron, the consequent economy in lake freights, and the better gradients offered by this new line, combine to make the advantages of this new route so great that it must become the outlet of a very large share of the trade of the American Northwest. Although the St. Lawrence route, from its geographical position, seems the natural channel for the trade of the Northwestern States in the same latitude, it has heretofore failed to secure a large proportion of the trade. Mr. Van Horne, in a recent letter to the shareholders of the Canadian Pacific Railway, stated that only five per cent of the traffic of that road originated in the United States.

But the additional advantages offered by the new route now proposed are so great and so unquestionable that they must inevitably change the direction of a large share of the trade, which now goes from the Northwestern States to Great Britain, via Buffalo and New York.

If it diverts only ten per cent of this trade from New York to the St. Lawrence route, or even gets the normal annual increase, it will nearly double the St. Lawrence business.

The above will apply equally to business by water from Chicago.

The Canada Atlantic Railway, will run through 150 miles of pine timber country, between Arnprior and Parry Sound, which is said to be the richest timber country in Ontario. Mills will be built all along the line, and this lumber can be exported to England by rail via Quebec.

It has been contended that the proposed Parry Sound line will take away a portion of the traffic of existing Canadian railways, and thus injure them.

The same cry was raised, with apparently much greater reason, about ten years ago when the Canadian Pacific commenced to build a parallel line to the Grand Trunk from Montreal to Detroit. The Grand Trunk people cried out that their traffic was going to be ruined. That there was not room for two roads. And protested against a Company heavily subsidized by the Government of Canada being allowed to go outside of the limits of its charter, and build a road alongside of theirs in Ontario. And their protest had the appearance of being most justifiable. But what has been the result ? Instead of diminishing, the traffic of the Grand Trunk has greatly increased.

In 1884 its gross earnings were.....				$14,477,000 00
In 1892	"	"	"	17,761,000 00

And in 1892 the gross earnings of the Canadian Pacific, largely derived from territory in the vicinity of the G. T. R., were, $20,789,000.

This through line will moreover be in no sense a competitor with existing Canadian railways, as its traffic will be derived from the opening up of new districts having no railway facilities, and from the business which now goes to United States sea-ports.

Between Quebec and Hawkesbury, the Great Northern Railway will have the trade of a district well populated throughout, remote from the St. Lawrence and from the existing railway, and promising a large traffic in lumber, hay, pulp, iron ore and other commodities.

In fact there is every reason to feel confident that this road will have quite as good a traffic as the North Shore Railway, which runs through a similar country closer to the St. Lawrence, and which was able to pay the interest on its bonded debt from the beginning of its operations. The Government returns for 1885 show that the North Shore, then an independent road, earned $584,132 at a cost of $346,555, leaving a net profit equal to $1,137 per mile.

It might be supposed that the fact of the St. Lawrence ports being closed in winter is an obstacle to the trade of the Northwest taking this route, even though there is so great a saving in distance as 800 miles. But it should not be forgotten that the St. Lawrence is not closed for any longer period than the upper lakes, which carry the great bulk of the western trade, nor indeed for so long a time. And of course the Canadian ports of Halifax and St. John are always open. But the best answer to such a theory is a look at what is done in similar latitudes in Europe. The Baltic ports of Riga, Dantzic and Stettin are frozen up for the same period every year as those of the St. Lawrence, and yet they do a flourishing trade, being the shipping ports of railways from the interior of Russia, Poland and North Germany, which bring in enormous quantities of grain and lumber, which are stored for the winter, and shipped to Great Britain and other places on the opening of navigation. Although situated so far North as latitude 57, and in such a severe climate, Riga has a population of 170,000, a shipping trade of 2,300 vessels, and exports of over thirty millions of dollars, principally grain and lumber. Dantzic and Stettin have each a population of about 100,000, a combined shipping trade of 6,000 sea going vessels, and exports to the value of seventy millions of dollars. So that the trade of these Baltic ports very greatly exceeds that of Montreal and Quebec combined.

In addition to western connections, the Great Northern Railway will also have connection with the Canadian Pacific at St. Jérome for Montreal, and with the Grand Trunk and all New England and New York roads, through the Canada Atlantic and the bridge over the St. Lawrence at Coteau.

SUBSIDIES.

The subsidies which have been obtained for the Great Northern Railway, are as follows, for the 75 miles between its Junction with the Lower Laurentian near St. Tite and Ste. Julienne.

DOMINION GOVERNMENT.

23 miles Ste. Julienne eastward, at $3,200.....		$ 73,600

PROVINCIAL GOVERNMENT.

15 miles Ste. Julienne eastward, at $3,500..	$ 52,500	
23 miles St. Tite westward, at $6,750.....	155,250	
Subsidy to St. Maurice bridge.....	67,500	
		$275,250
2nd instalment of 35c. p. acre on 315,000 acres equal to $110,250, which is not available until the lands are sold :		
		$348,850
The City Council of Quebec has made application to the Legislature for power to lend the Company $2,000 per mile on 128 miles, or $256,000 in bonds bearing 4% interest. This power has been granted, subject to conditions to be embodied in a by-law which is to be submitted to the property holders.....		256,000
		$604,850

In addition to the above it is expected that the Dominion Government will give the usual subsidy to the remaining mileage not yet subsidized by it, and that some municipal and other aid will be obtained for the construction of the bridge over the River Ottawa, at Hawkesbury.

CHARTER

55–56 Victoria (Dominion Parliament), Chap. 40.

AN ACT RESPECTING THE GREAT NORTHERN RAILWAY COMPANY.

(Assented to 9th July, 1892.)

Whereas, the Great Northern Railway Company was incorporated by an Act of the Legislature of the Province of Quebec being chapter eighty-seven of the Statutes of 1883, which Act was amended by another Act of the same Legislature, being chapter seventy-nine of the Statutes of 1886 ; and whereas by an Act of the Parliament of Canada, being chapter sixty-four of the Statutes of 1884, certain additional powers were conferred on the Company ; and whereas the Company by its Petition has prayed that an Act be passed declaring it to be a body corporate and politic within the jurisdiction of the Parliament of Canada, and authorizing the Company to build a bridge across the Ottawa River, and conferring on it certain other powers hereinafter mentioned ; and it is expedient to grant the prayer of the said petition : Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :

1. The Great Northern Railway is hereby declared to be a work for the general advantage of Canada.

2. The Great Northern Railway Company, hereinafter called " the Company, " is hereby declared to be a body corporate and politic within the legislative authority of the Parliament of Canada, for all and every the purposes mentioned in, and, except in so far as the same are varied by the provisions of this Act, with all and every the franchises, rights, powers, privileges and authorities con-

ferred upon it by virtue of the said recited Acts of the Legislature of the province of Quebec, and of the Parliament of Canada, but subject to all debts, obligations or liabilities of the Company, and to any rights in any suit or action now pending in any courts of Quebec. Provided that the Railway Act of Canada shall apply instead of The Railway Act of Quebec to all matters and things to which The Railway Act of Canada would apply if the Company had originally derived its authority to construct and operate its railway from the Parliament of Canada, and as though it were a railway constructed or to be constructed under the authority of an Act passed by the Parliament of Canada; and for greater certainty, but not so as to restrict the generality of the foregoing terms, The Railway Act shall apply to all the provisions relating to the exercise of the powers for the expropriation of lands, and for borrowing money; and provided also that all notices by the said recited Acts required to be published in the *Quebec Official Gazette* shall hereafter be sufficient if published in the *Canada Gazette* and not in the *Quebec Official Gazette*.

3. Notwithstanding anything contained in the Acts relating to the Company, the time limited for the completion of the Great Northern Railway is hereby extented for a period of five years from the passing of this Act; and if the railway is not then so completed, then the powers granted by such Acts and by this Act shall cease and be null and void as respects so much of the railway as then remains uncompleted.

4. The Company may continue the construction of its railway from a point between Joliette and St. Félix to a point on the line of the Quebec and Lake St. John Railway Company in the county of Quebec or in the county of Portneuf, and also from St. Jérôme westward through and over the intermediate counties to a point on the Ottawa River, in the county of Argenteuil, between the villages of Carillon and Grenville.

5. The Company may also lay out, construct, complete, maintain, work, manage and use a bridge for railway and other purposes, with the necessary approaches, over the Ottawa River, from a point between the villages of Carillon and Grenville, in the county

of Argenteuil, to a suitable point in the province of Ontario, and may connect the same with any of the railways mentioned in section fourteen of this Act, and the Company may extend or divert its main line from St. Jérôme, in as direct a route as possible, to connect with the said bridge.

2. From sundown until sunrise, during the season of navigation, suitable lights shall always be maintained by the Company on the piers of the bridge, to guide vessels approaching it from either direction.

6. The Company shall not commence the bridge or any work thereunto appertaining until it has submitted to the Governor in Council plans of such bridge and of all the intended works thereunto appertaining, nor until the plans and site of such bridge have been approved by the Governor in Council and such conditions as he thinks fit for the public good to impose touching the said bridge and works have been complied with; nor shall any such plans be altered, or any deviation therefrom allowed, except upon the permission of the Governor in Council, and upon such conditions as he imposes.

7. If the said bridge is constructed or arranged for the use of foot passengers and carriages, or either, as well as for railway purposes, then the tolls to be charged for the passage of such foot passengers and carriages shall, before being imposed, be first submitted to and approved, and may be amended and modified from time to time, by the Governor in Council, but the Company may, at any time reduce the same, and a notice showing the tolls authorized to be charged shall at all times, be posted up in a conspicuous place on the said bridge.

8. So soon as the bridge is completed and ready for traffic, all trains and cars of all railways connecting with the same, now constructed or hereafter to be constructed, and also the train and cars of all companies whose lines connect with the line of any company so connecting with the said bridge and approaches, shall have and be entitled to the same and equal rights and privileges in the passage of the said bridge, so that no discrimination or preference in the passage of the said bridge and approaches, or in tariff rates for

transportation, shall be made in favour of or against any railway whose business or trains pass over the said bridge.

9. In case of any disagreement as to the rights of any railway Company whose business or trains pass over the bridge, or as to the tariff rates to be charged in respect thereof the same shall be determined by the Railway Committee of the Privy Council, as provided in section eleven of The Railway Act.

10. The bridge shall be commenced within three years and completed within five years from the passing of this Act; otherwise the powers granted under section five of this Act shall cease and be null and void.

11. The annual general meeting of the shareholders shall be held at the head office of the Company on the first Tuesday in September in each year.

12. At such meeting the shareholders assembled, who have paid all calls due on their shares, shall choose seven persons to be directors of the Company, one or more of whom may be paid directors of the Company; and public notice of any meeting of the shareholders shall be given in the manner provided by section forty-one of the Railway Act.

13. The Company may issue bonds, debentures or other securities to the extent of twenty thousand dollars per mile of the railway and branches either exclusive or inclusive of any railway bridge over the Ottawa River, constructed as part thereof, and secured by a deed of mortgage describing clearly the property charged as security for such bonds or debentures; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed; and such bonds shall be designated as "series A"; and in addition thereto, bonds to an amount not exceeding five hundred thousand dollars may be issued in aid of the construction of the bridge hereinbefore mentioned, if such bridge is so excluded from such charge, and shall be designated as "Series B."

2. The bonds on the bridge shall in like manner be secured by a deed of mortgage specifying the security therefor; and such last mentioned deed of mortgage may contain provisions that all tolls

and revenues derived from the use of such bridge by other corporations and persons shall be specially charged and pledged as security for such last mentioned bonds constituting " Series B " and may also provide that the Company shall pay to the trustees of such mortgage similar rates and tolls to those fixed for the use of such bridge by similar corporations, which rates and tolls shall also be charged as security for the said bonds, " Series B."

14. The Company may, subject to the provisions contained in sections eight and nine of this Act, enter into an agreement with the Quebec and Lake St. John Railway Company, the Central Counties Railway Company or the Canada Atlantic Railway Company, for conveying or leasing to such Company the railway and bridge of the Company, in whole or in part, and any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material machinery and other property to it belonging, or for an amalgamation with such company on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit; provided that such agreement has been first sanctioned by two thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same—at which meeting shareholders representing at least two thirds in value of the stock are present in person or represented by proxy,—and that such agreement has also received the approval of the Governor in Council.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of the Railway Act, and also for a like period in one newspaper in each of the counties through which the railway of the Company runs, and in which a newspaper is published.

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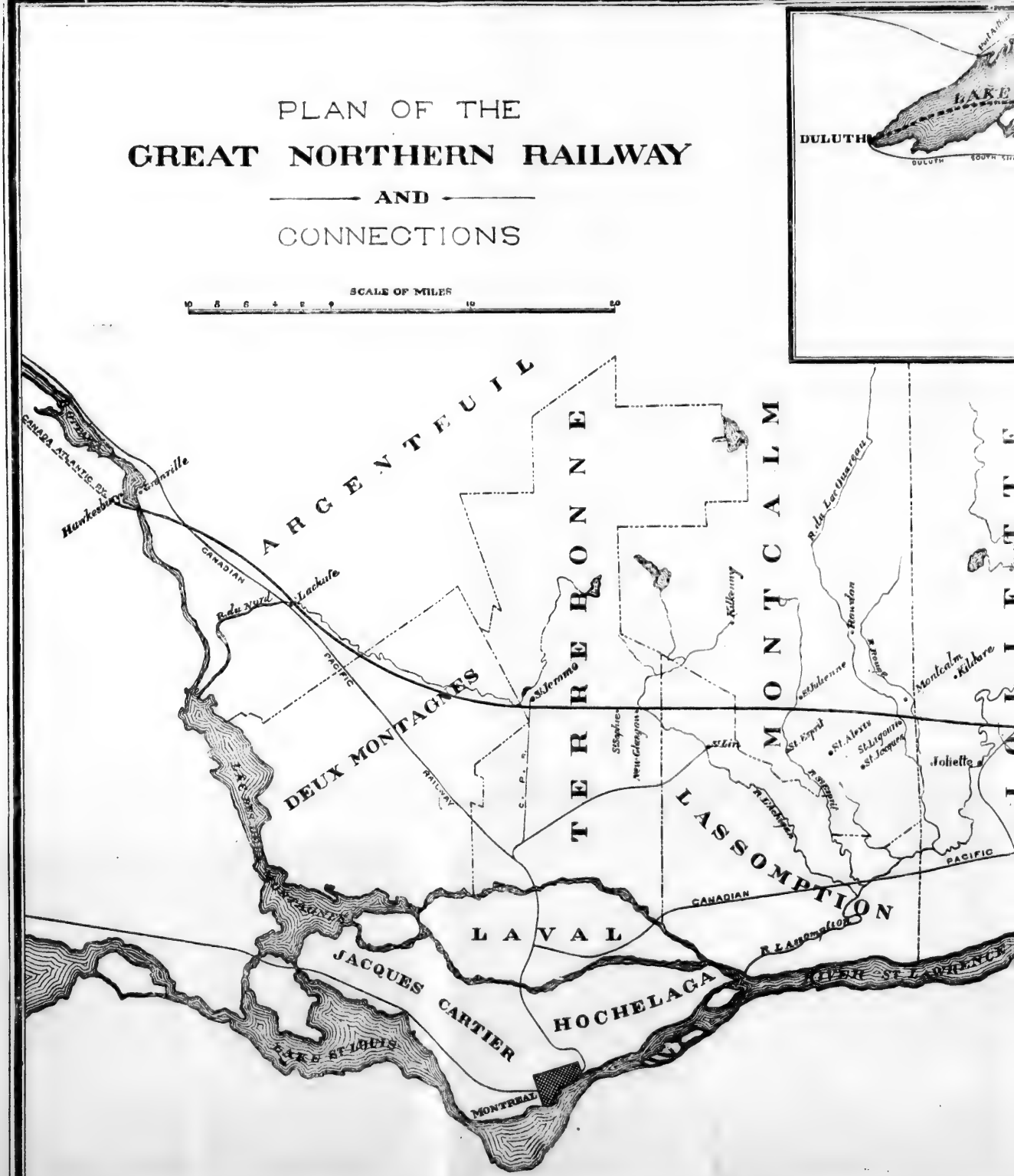
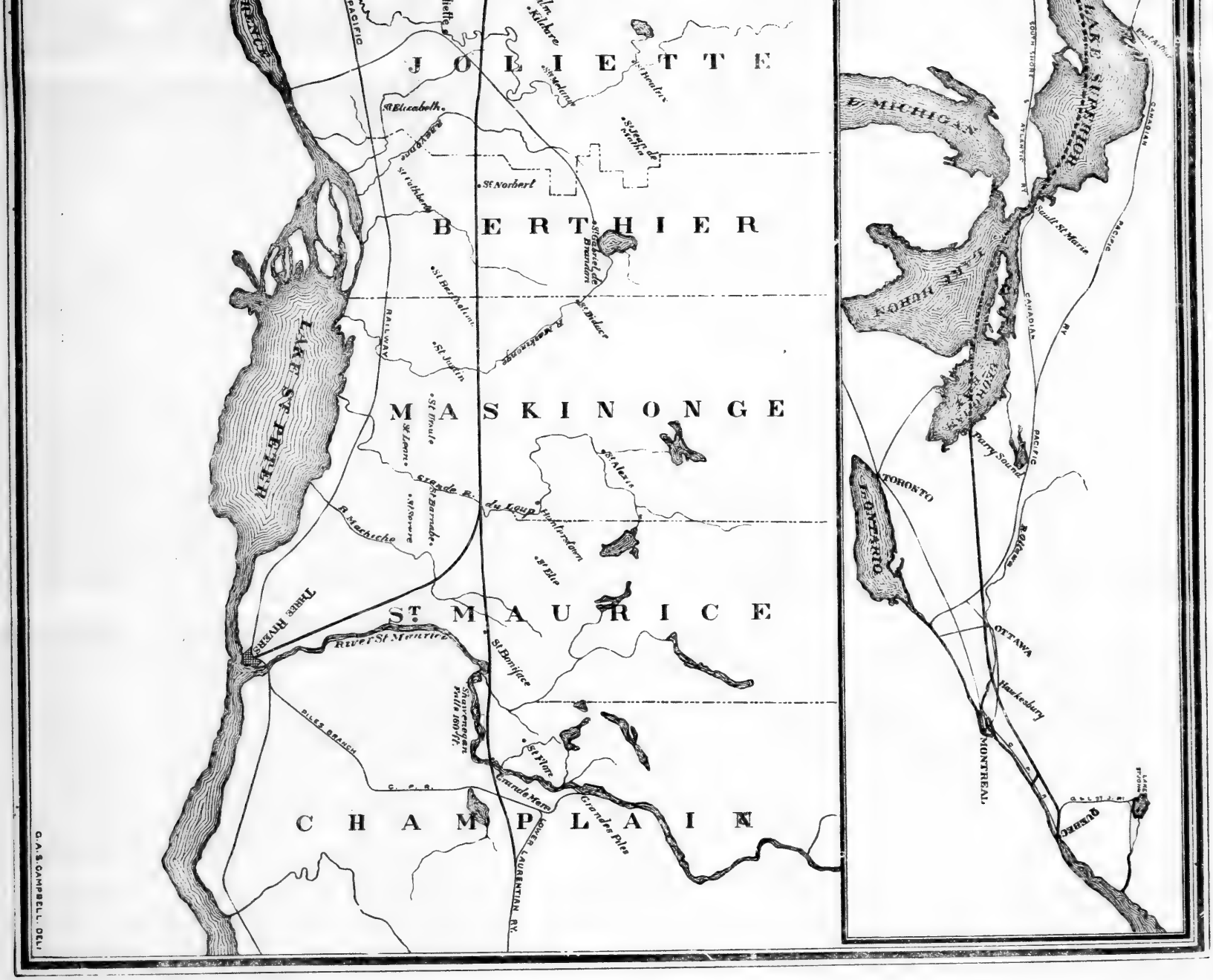

PLAN OF THE
GREAT NORTHERN RAILWAY
AND
CONNECTIONS
SCALE OF MILES
10 8 6 4 2 0 10 20
DULUTH
LAKE
ARGENTEUIL
TERREBONNE
MONTCALM
DEUX MONTAGNES
LASSOMPTION
LAVAL
JACQUES CARTIER
HOCHELAGA
LAKE ST LOUIS
RIVER ST LAWRENCE
MONTREAL
CANADIAN
PACIFIC
RAILWAY
Hawkesbury
Grenville
Lachute
R. du Nord
R. de L'Assomption
Kilkenny
Rawdon
Kildare
St Jerome
St Eustache
St Eppd
St Alexis
St Ligouris
St Jacques
Joliette
New Glasgow
R. Achigan
R. Assomption
R. Lachenaie
R. Mascouche
R. des Prairies
R. Montmorency


JOLIETTE
BERTHIER
MASKINONGE
ST. MAURICE
CHAMPLAIN
LAKE ST PETER
LAKE HURON
L. MICHIGAN
St Elizabeth
St Norbert
St Barnabé
St Justin
St Alexis
St Elie
St Boniface
St Tite
Grondes Piles
River St Maurice
R. Mashiche
R. Matawin
Grande R.
du Loup
Three Rivers
Sault St Marie
Parry Sound
TORONTO
OTTAWA
Hawkesbury
MONTREAL
QUEBEC
PACIFIC
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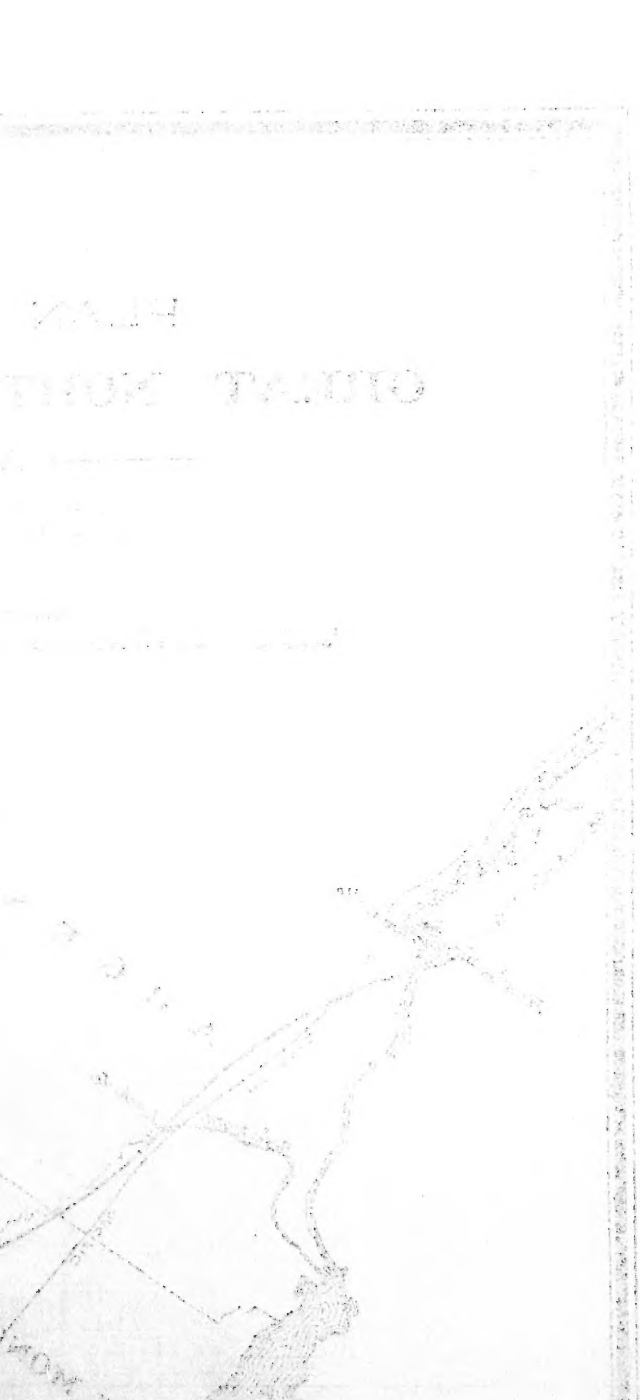

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FRANK ROSS..... President.

Hon. P. GARNEAU..... Vice-President.

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E. A. HOARE, C. E..... Chief Engineer.